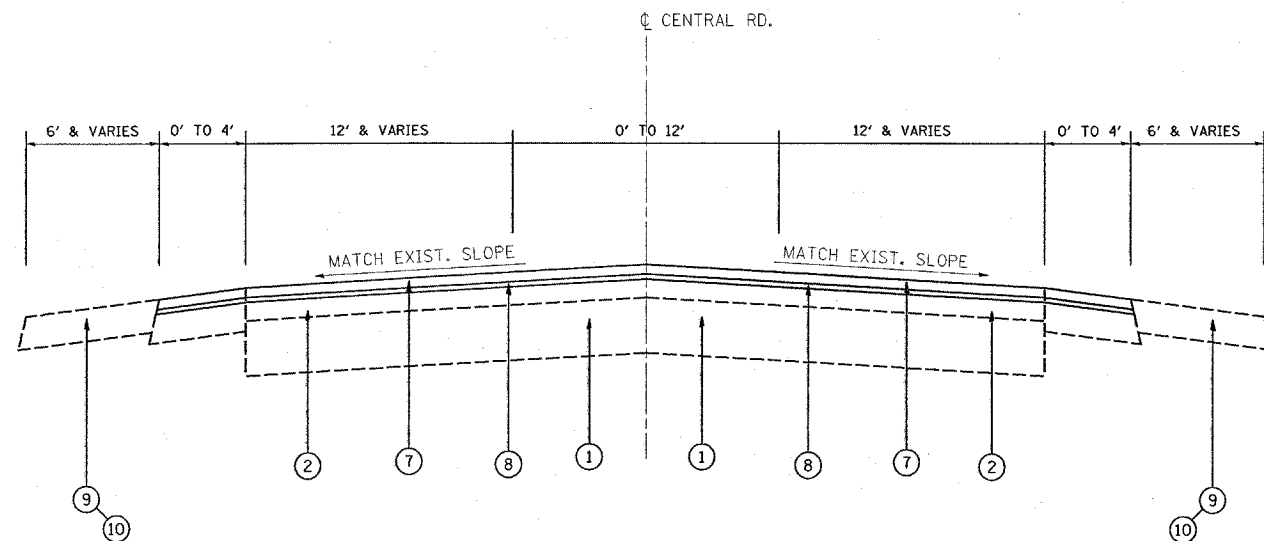


EXISTING TYPICAL SECTION
CENTRAL RD.

STATION:
0+70 TO 16+89
60+92 TO 73+63
79+92 TO 96+23



PROPOSED TYPICAL SECTION
CENTRAL RD.

STATION:
0+70 TO 16+89
60+92 TO 73+63
79+92 TO 96+23

LEGEND

- ① EXISTING PCC BASE COURSE, 10''(±)
- ② EXISTING HOT-MIX ASPHALT SURFACE COURSE, 6''(±)
- ③ EXISTING CONC. CURB AND GUTTER, TYPE B-6.24
- ④ EXISTING AGGREGATE SHOULDER, 6''
- ⑤ EXISTING HOT-MIX ASPHALT SHOULDER, 8''
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4 ''
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", 7NO, 1 1/2''
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4''
- ⑨ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑩ PROPOSED GRADING AND SHAPING SHOULDERS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

	MIXTURE USE	AC TYPE	AIR VOIDS (%)
ROADWAY	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 MM), 1 3/4 ''	PG 64-22	4% @ 70 GYR
	POLYMERIZED LEVELING BINDER, (MM) IL-4.75, N50, 3/4''	SBS/SBR PG 76-28/-22	4% @ 50 GYR
PATCHES	CLASS D PATCHES, (HMA BINDER IL-19.0 MM), 10''	PG 64-22 *	4% @ 70 GYR
	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, (HMA BINDER IL-19.0 MM)	PG 64-22 *	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22